Orissa, Karnataka and Maharashtra where interviews have already been done, appointments are not being effected? If so, will the Minister take appropriate steps by issuing orders where the interviews have already been done?

KUMARI MAMATA BANERJEE: Sir, I will express my views in this august House that there are some problems for exams also. We appreciate our physically challenged people. We have full sympathy for them. We will do whatever is according to law. We will do whatever is needful but there are some problems arising through RRB exams. Let everything be settled. We will give full importance to the physically challenged people. This is our duty. We are human beings. We are members of the human family. That is why it is our duty.

SHRI BIRENDRA PRASAD BAISHYA: Sir, thousands of posts are lying vacant in the NF Railway and most of the posts belong to either 3rd grade or 4th grade. Taking advantage of the vacancy the Railway authorities of NF Railway have given appointment in the North Eastern Region without advertisement, without any interview. Recently, Sir, I raised the issue in the Railway Budget-2008 also. Sixty persons were appointed in NF Railway, Guwahati. I am very sorry to say that out of 60, not a single person was appointed from Assam and seven North Eastern States. All of them, Sir, were appointed from the North Indian States of our country. Out of 60, 58 were appointed from one of the North Indian States. I demanded an inquiry about the appointment in the NF Railway. The Minister herself in her Budget Speech expressed that she is going to review the recruitment policy. I want to know from our Minister what steps are going to be taken by the Railway Ministry to appoint thousands of vacant posts lying vacant in Assam and to give priority to the son of the soil.

KUMARI MAMATA BANERJEE: Sir, I appreciate the concern of the hon. Member. So, Sir, I appreciate the concern of the hon. Member. North-East is an eight-sister State now. We love North-East Frontier. Yes, Sir, we have received some complaints. Hon. Member also gave me the complaints. We will take care of that. Again and again, I am repeating that in RRB there are some problems. That is why in Guwahati exams could not take place. Even in Maharashtra and Karnataka exams could not take place. Something happened, some *gadbad* happened, there was some *hulla gulla*. We will review the situation. Railway is the lifeline of the nation. We maintain the recruitment from the national point of view but when the problem arises we have to take care of all these things. We will come back after reviewing the position and we will send all the details to the hon. Member.

SHRI BIRENDRA PRASAD BAISHYA: Sir, ...

MR. CHAIRMAN: Please, Mr. Baishya, resume your place.

KUMARI MAMATA BANERJEE: Priority will always be given to North Eastern States and Jammu and Kashmir. It is always in our priority list.

Status of rail projects in Andhra Pradesh

*103. SHRI NANDI YELLAIAH: Will the Minister of RAILWAYS be pleased to state:

(a) the details of completed/ongoing rail line works in Andhra Pradesh during the last two years, indicating total number of over/under bridges and manned/unmanned crossings built therewith;

(b) whether all these works were executed/are progressing as per schedule; and

(c) if not, the reasons therefor, project-wise, separately?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED): (a) to (c) A Statement is laid on the Table of the Sabha.

Statement

(a) The details of ongoing rail line works in Andhra Pradesh including the sections completed during the last two years and total number of over/under bridges and manned/unmanned level crossings built therewith are as under:-

Sl.No.	Plan Head	Name of the Project	Sections completed in last 2 years
1	2	3	4
1.	New Line	Cuddapah-Bangalore	--
2.	New Line	Attipattu-Puttur	--
3.	New Line	Rayadurg-Tumkur	--
4.	New Line	Jaggayyapeta-Mellacheruvu	--
5.	New Line	Peddapalli-Karimnagar-Nizamabad	Karimnagar- Jagityal
6.	New Line	Gadwal-Raichur	--
7.	New Line	Macherla-Nalgonda	--
8.	New Line	Kakinada-Pithapuram	--
9.	New Line	Nandyal-Yerraguntla	Yerraguntla-Nossam
10.	New Line	Munirabad-Mahabubnagar	--
11.	New Line	Obulavaripalle-Krishnapatnam	--
12.	New Line	Kotipalli-Narsapur	--
13.	New Line	Vishnupuram-Janpahad	
14.	New Line	Tindivanum-Nagari	--
15.	New Line	Manoharabad-Kotapalli	--
16.	Gauge Conversion	Dharmavaram-Pakala	Pakala-Madanapalle
17.	Gauge Conversion	Guntur-Guntakal-Kalluru	Guntakal-Kalluru

1	2	3	4
18.	Gauge Conversion	Naupada-Gunupur	Naupada-Parlakimidi
19.	Doubling	Gooty-Renigunta	Pullampet-Bhakrapeta
20.	Doubling	Raichur-Guntakal	--
21.	Doubling	Raghavapuram-Mandamarri (Patch tripling)	--
22.	Doubling	Vizianagaram-Kottavalasa 3rd line	--
23.	Doubling	Kottavalasa-Simhanchalam North-4th line	--
24.	Doubling	Samalkot-Kakinada	Samalkot-Kakinada
25.	Doubling	Guntur-Krishna Canal	Guntur-Krishna Canal

11 RUBs, 2 RGBs, 68 Manned and 79 Unmanned level crossings have been provided in the completed new line, gauge conversion and doubling sections.

(b) Railways have a huge throwforward of ongoing projects, under new lines, gauge conversion, doublings, railway electrification and metropolitan transport projects. Due to limited availability of resources, the projects take long time in completion. The targets for the projects are generally fixed on yearly basis based on the availability of resources and progress made in the project and therefore, many of the projects get completed in phases. No time frame for completion of all the projects is feasible to be fixed in such a scenario. The main reasons for delay have been paucity of funds, delay in land acquisition and environmental/forestry clearance, failure of contracts, adverse law and order conditions and other market forces affecting the progress.

(c) The details of projects where targets had been fixed but had been delayed are as under:-

Name of the Project	Targets fixed earlier/ revised	Remarks & reasons for delay
Jaggayapeta-Mallacheruvu New Line (19.1 km.)	2007-08/ 2009-10	Delay due to change of alignment as per suggestion of beneficiaries and delay in land acquisition.
Dharmavaram-Pakala Gauge Conversion (227 km.)	2008-09/2009-10	Pakala-Madanapalle (82 km.) completed. Delay due to slow progress of works and delay in availability of PSC sleepers.

श्री नंदी येल्लैया : सर, इस प्रश्न का ताल्लुक आंध्र प्रदेश के लिए sanctioned ओवर और अंडर ब्रिजेज से है और आपने बताया है कि, "...delay in land acquisition and environmental/forestry clearance..." चेयरमैन सर, यह अंडर और ओवर ब्रिजेज की एक बहुत बड़ी जिम्मेदारी रेलवे की है।

श्री सभापति : आप सवाल पूछिए।

श्री नंदी येल्लैया : सर, इसका सवाल से ताल्लुक है।

MR. CHAIRMAN : You are putting supplementary question. Please ask the question.

श्री नंदी येल्लैया : सर, कुछ तो complete किए गए हैं और कुछ incomplete हैं, इन्होंने स्टेटमेंट में ब्यौरा दिया है।

MR. CHAIRMAN : No, no. This is not an occasion for making a speech. Please ask supplementary question.

श्री नंदी येल्लैया : सर, इस स्टेटमेंट के ताल्लुक से इन ओवर ब्रिजेज की बहुत बड़ी responsibility है क्योंकि यात्री गाड़ी में बैठकर आते हैं, ऐसे में अगर वह dilapidated condition में है और उसकी देखभाल नहीं है, उस में कई लोगों की मौत होने का अंदेशा रहता है। ...(**व्यवधान**)... हैदराबाद में एक हादसा हुआ ...(**व्यवधान**)...

MR. CHAIRMAN: Please, I am afraid, Mr. Yellaiah, ask the question. उसका इस सवाल से क्या connection है।

श्री नंदी येल्लैया : सर, ये ब्रिजेज किए लिए बनाए हैं, अगर इनका dilapidated condition है तो who is responsible -- Railways?

MR. CHAIRMAN : Please ask your supplementary question.

श्री नंदी येल्लैया : वही मैं बता रहा हूं, कुछ complete किए हैं, कुछ incomplete हैं। मैं जानता हूं कि ये तमाम कार्य होने हैं, इसीलिए मैं कह रहा हूं कि यह काफी बड़ी जिम्मेदारी है। अगर फर्ज़ करो ब्रिज टूट गया तो कई लोगों को खतरा है, उस का कई लोगों से ताल्लुक है। इसलिए इस काम को जल्दी करिए। मैं जानना चाहूंगा कि आप ओवर ब्रिज के काम को कब तक complete करेंगे?

MR. CHAIRMAN: Before the hon. Minister answers this, may I request, most humbly, all the Members of the House that if every supplementary question is going to be a speech, then, perhaps, not even one question will be answered? It is for the Members to decide whether they want other questions to be answered. So, let questions be questions ...*(Interruptions)*...

SOME HON. MEMBERS: Okay, Sir. We agree with you.

SHRIMATI BRINDA KARAT: Sir, at the same time, answers should also be answers.

MR CHAIRMAN: Okay. Agreed.

SHRI TAPAN KUMAR SEN: Sir, answers should also be relating to the points raised.

MR. CHAIRMAN: Right. That is a valid point.

SHRI E. AHAMMED: Sir, the issues that have been raised here by the hon. Member with his experience in regard to Andhra Pradesh are well taken. I agree that at many places it is happening. It is the duty of the Railways to avoid such incidents and to make sure that all these things should effectively be looked into.

श्री नंदी येल्लैया : सर, शायद आपने कभी रेल में सफर किया होगा क्योंकि बहुत से ऐसे गेट्स होते हैं जहां कि वाचमैन या चौकीदार नहीं होता और चौकीदार न होने की वजह से कई लोगों का एक्सीडेंट हुआ। कई बेचारे शादी में जाने वालों का ....(व्यवधान)... आज भी देखिए ...(**व्यवधान**)...

श्री सभापति : आप सवाल पूछिए।

श्री नंदी येल्लैया : सर, वहां पर चौकीदार नहीं है, यह बहुत responsibility का काम है। मैं मंत्री महोदय से पूछना चाहता हूं कि ऐसे कितने गेट्स खाली हैं और उसके लिए आप कितने लोगों की भर्ती करने वाले हैं?

SHRI E. AHAMMED: Sir, it is a fact that unmanned level crossings are creating a lot of difficulties and causing concerns to everyone. There is a policy that the Railways has been following that so far. I just would like to read out what the Railways has been doing. The ROBs or RUBs are not sanctioned on the basis of area, instead, Railways take up construction of ROBs or RUBs in view of busy level crossing on cost-sharing basis with the concerned State Government road authority where the traffic density at the level crossing is more than 1 lakh train vehicle units. Otherwise, it is on deposit or BOT basis. In such cases, proposals have to be sponsored by the concerned State Government or the road authority duly fulfilling certain preliminary conditions. With regard to cost-sharing works, the road authorities are required to submit the following main undertakings along with the proposal:

Level-crossing shall be closed by the State Government authorities on commissioning ROB.

State Government road authorities shall contribute a share of cost of work, generally 50 per cent of the total civil work cost.

Advance action shall be taken by the State Government road authorities to acquire land for approaches wherever required.

SHRI E. AHAMMED: Next one, the State Government shall assign due priority to. ...*(Interruptions)*... These are the guidelines being followed so far. If these are needed to be revised, then. ...*(Interruptions)*...

MR. CHAIRMAN: All right.

श्री गंगा चरण : सर, सन् 1998 में कई रेलवे लाइन परियोजना, महोबा-राठ-उरई-भिन्ड का सर्वे हुआ था ...(**व्यवधान**)... और उसकी सर्वे रिपोर्ट भी सदन पटल पर प्रस्तुत कर दी गई थी ...(**व्यवधान**)... उसे 1998 के बजट में भी रखा गया था ...(**व्यवधान**)...

MR. CHAIRMAN: Will you please put the supplementary question?

श्री गंगा चरण : मैं मंत्री महोदय से पूछना चाहता हूं ...(**व्यवधान**)... इस परियोजना के लिए आप बजट में क्या देंगी? ...(**व्यवधान**)...

MR. CHAIRMAN: Please stop interruptions. ...*(Interruptions)*... Will you please stop interruptions? ...*(Interruptions)*...

KUMARI MAMATA BANERJEE : We need a separate notice for this because it is not related to this question. ...*(Interruptions)*...

DR. T. SUBBARAMI REDDY: Sir, we had all praised the Railway Budget, presented by Mamataji two days back. Now, I would like to submit that for 15 new lines, we need 6,495 crores of rupees. I would like to know how much you are providing in this Budget. Then, the Government of Andhra Pradesh has agreed to spend almost 50 per cent on the Cuddapa-Bangalore line. I would like to know how much money you are going to spend on the new lines, during this year.

KUMARI MAMATA BANERJEE: Sir, the provisions in the Railway Budget are not State-wise. It is a national budget. If you want specific information regarding that, we can send you the details later on.

SHRI M.V. MYSURA REDDY: Sir, I would like to draw the attention of the hon. Minister to answer 'b', which says that the targets for the projects are generally fixed on yearly basis based on the availability of resources. But, in the Budget estimate of 2009-10, the revenue for the South-Central Railways is Rs. 8,700 crores, the expenditure is Rs. 5,600 crores. There is a surplus of Rs. 3000 crores. In view of this, will the hon. Minister explain the reasons for not allocating sufficient resources to the new lines, which had already been sanctioned in the South-Central Railway? What is the criterion for allocation of funds?

KUMARI MAMATA BANERJEE: We appreciate your concern. But if we give the full money to all the projects, then, we would be requiring about Rs. 1,70,000 crores. So, if all the Members plead for a one-time allotment of funds to the Railways, we will have no problem.

MR. CHAIRMAN: Question No. 104. ...*(Interruptions)*... This question is over. ...*(Interruptions)*... Question No. 104.

National Food Security Act

*104. SHRI N.K. SINGH:††

SHRIMATI SHOBHANA BHARTIA:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether Government proposes to bring in a legislation to enact "National Food Security Act' backed by a new BPL survey and also to alter the ambit of those under food schemes;

(b) if so, the facts and details thereof;

(c) whether views of various State Governments have been sought before bringing any legislation on the subject; and

(d) if so, the details thereof and the time by when a final decision is likely to be taken in this regard?

THE MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD PAWAR): (a) to (d) A Statement is laid on the Table of the House.

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††The question was actually asked on the floor of the House by Shri N.K. Singh